



LIVNO ADRIA CUP 2025

19th July – 26th July 2025

Local procedures

Livno, July 2025

A GENERAL INFORMATION

1 Location

Airfield "Stipe Kristo", Brda bb, 80101 Livno
Bosnia and Herzegovina
ICAO code: LQLV
Coordinates: N434730 E0165337
Elevation: 711m/2335ft
Google position link: <https://goo.gl/maps/j8eHh4MBcn22>

2 Event schedule

Official training: July 17 – 18th
Registration: July 18th (10:00-19:30)
Safety briefing: July 19th 09:30 (mandatory for all competitors)
Opening ceremony: July 19th at 09.00h
First competition day: July 19th
Contest: July 19th - 26th
Prize giving & closing ceremony (public day): July 26th

3 Competition officials

Event manager and competition director: Edvard Kristo
Task setting and scoring: Edvard Kristo & Adrian Milišić
Meteo: Vinko Šoljan
Public relations: Tomislav Matić, Adrian Milišić
Media: Adrian Milišić

4 Contacts

Airfield "Stipe Krišto", phone/fax: +387 34 243 650
Event manager, out-landings & retrieve: Edvard Krišto +387 10 69 719
Tomislav Matić +387 63 890 977
Aeroklub Livno email: ak_livno@yahoo.com
Flight uploads email: ak_livno@yahoo.com
Web site: www.aeroklublivno.org

B TECHNICAL INFORMATION

1 Sailplanes and limitations

Club class sailplanes

No wing loading limit/no water ballast allowed

2 Documents to be presented on registration

Pilot:

- Valid EASA or BHDCA recognized sailplane pilot license
- Valid medical certificate
- Valid FAI sporting license for year 2025
- Pilot's flying logbook
- Registration form fully completed upon arrival

Note: It is responsibility of all pilots and crew members to obtain personal medical insurance covering accidents and sickness during the LAC, including any hospital and transport back to the team member's home country. Neither the organizers nor the FAI/IGC shall be responsible for any costs resulting from accidents or illness to LAC participants.

Sailplane:

- Certificate of Airworthiness or Permit to Fly
- Certificate of Registration
- Logbook
- Third party insurance valid for competition.

For EU registered sailplanes:

The required coverage must comply with EU Regulation 785/2004 which states following limits:

Certified MTOM < 500 kg Minimum Limit SDR *750 000

Certified MTOM < 1000 kg Minimum Limit SDR *1 500 000

For B&H registered sailplanes:

According to BHDCA requirements.

* Note: SDR means "Special Drawing Right" as defined by International Monetary Fund. To view the current conversion rates from SDR's to other currencies see: www.imf.org

3 Instruments that must be removed from the sailplane

The following instruments may not be fitted:

- Bohli, Schanz, KTI or other gimballed compass
- Turn indicator
- Artificial horizon

4 High visibility markings requirements

Not required.

5 Emergency locator transmitters (ELTs)

Not required.

C GENERAL FLYING PROCEDURE

1 Units of measurements

Distances will be expressed in meters/kilometers, altitudes in meters, headings or radials in degrees, horizontal speed in km/h, Vertical speed in m/s, Wind speed in m/s, Weight in kg.

2 Radio frequencies

For takeoff, approaching 10km to the airfield and landing 123.500 MHz will be used.

In the competition area FIC Banjaluka frequency 135.575 MHz to be monitored.

3 Carriage of GNSS data transmitters for public displays & media systems

FLARM, or any other compatible device, is mandatory equipment.

CD reserves the right to demand that any tracking unit or light cameras shall be brought by selected sailplanes, as well as light sponsor's logo sticker to be attached on the fuselage.

D GRIDDING

1 The launch grid

Sailplanes on the runway will be lined up in two rows. Position in the row will be determined by lot during the safety briefing. The grid order will advance by two after every valid race. Grid order will be displayed every morning at 9 AM on the official board.

Gridding will be executed by the asphalt taxiway for any active runway. No towing on the grid is allowed during takeoffs. All vehicles have to be cleared from the runways and taxiways prior towing planes taxiing.

E LAUNCH PROCEDURES

1 Takeoff procedure

In the appendix of this document are displayed takeoff procedures. At the daily briefing takeoff procedure will be presented to the competitors.

2 Release areas

The release areas for the given day will depend on the start procedure and on the thermal conditions. Release areas are given in the appendix of this document.

3 Tow altitude

The tow altitude will be minimum at 1200m AMSL (500m QFE). It can be increased due to thermal conditions.

4 Release

Pilots shall not release until after the tow pilot has rocked the wings of the tow-plane.

Pull-ups before releasing are prohibited.

5 Re-launch

A glider may be re-launched provided it has landed within the boundaries of the airfield, which is the fence around the airfield.

The glider will be re-launched as soon as possible.

If several pilots need a re-launch they shall be re-launched in the same order as they landed back.

F START PROCEDURES

The opening of the start line and the radio procedures are fully compliant with the FAI rules. All messages will be broadcasted on 123.500 MHz.

A maximum height limit at the start will be imposed and announced at briefing.

G FINISH AND LANDING PROCEDURES

1 Arrival announcement

Competitors shall announce their arrival on frequency 123.500 MHz by giving their contest number at the distance 10km before the finish Line. The acceptance reply will be the contest number.

2 Mandatory reporting point and finish line

To complete all tasks the pilots will have to report at a mandatory reporting point. Mandatory reporting point will be set at 5 km before the finish line/circle.

The finish line/circle will be located in the middle of the asphalt runway 12R/30L defined by radius.

The competitors shall remain over the airfield above the minimum altitude of 850m AMSL.

After finishing landing circuits should be made to the North of the airfield and competitors should avoid flying over the public area.

3 Landings

All landings should be "long" and after landing competitors should clear the runway to the appropriate side.

Be aware of powerline on south-east side and fence around the airfield, use standard approach angle to land.

H OUTLANDING

Outlanding information

As soon as possible after the landing, the pilot or the crew team must inform the organizer. It is recommended to send an SMS to the organizer (+387 67 10 69 179, 063 890 977).

I SCORING

Handling of flight documents

The IGC file in secure mode must be handed in by the competitor as soon as practicable, but not later than 30 minutes after landing.

IGC files must be handled by each pilot in any of the following electronic means:

- Via the competition web site or email (highly recommended),
- In a USB memory stick or memory card (SD or Micro-SD format only) brought directly to the scoring office.

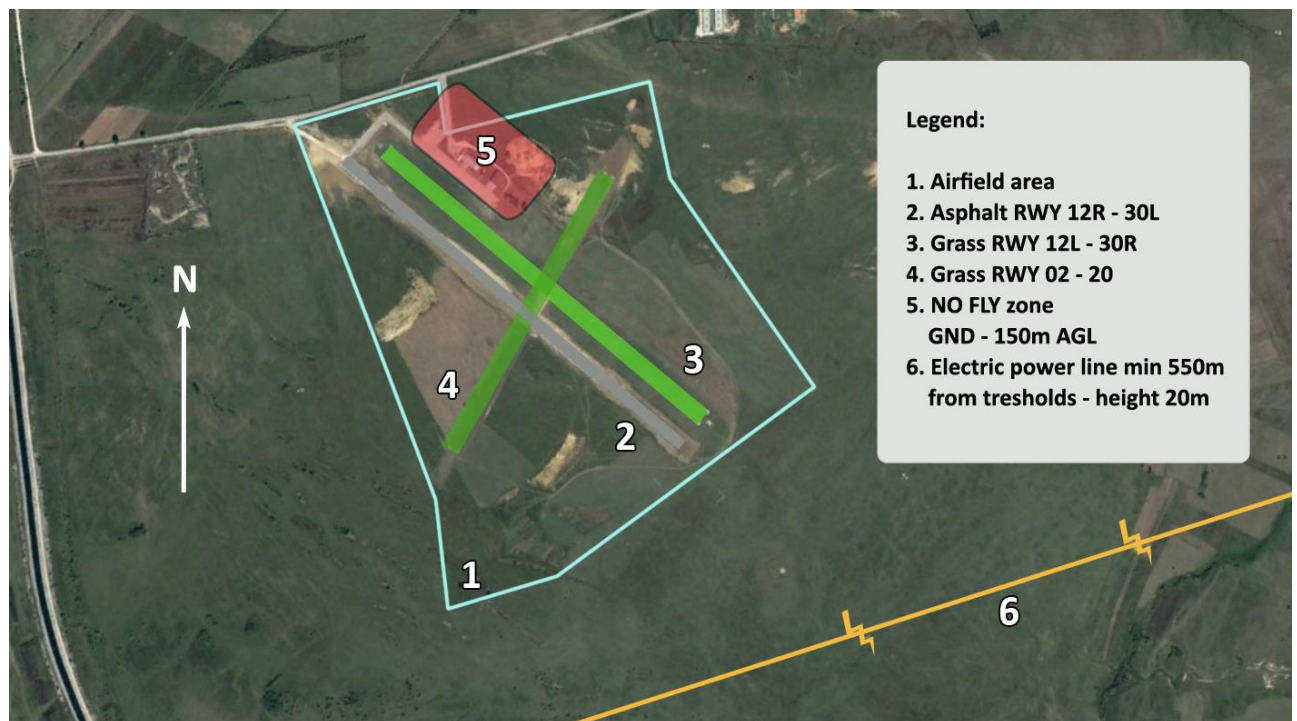
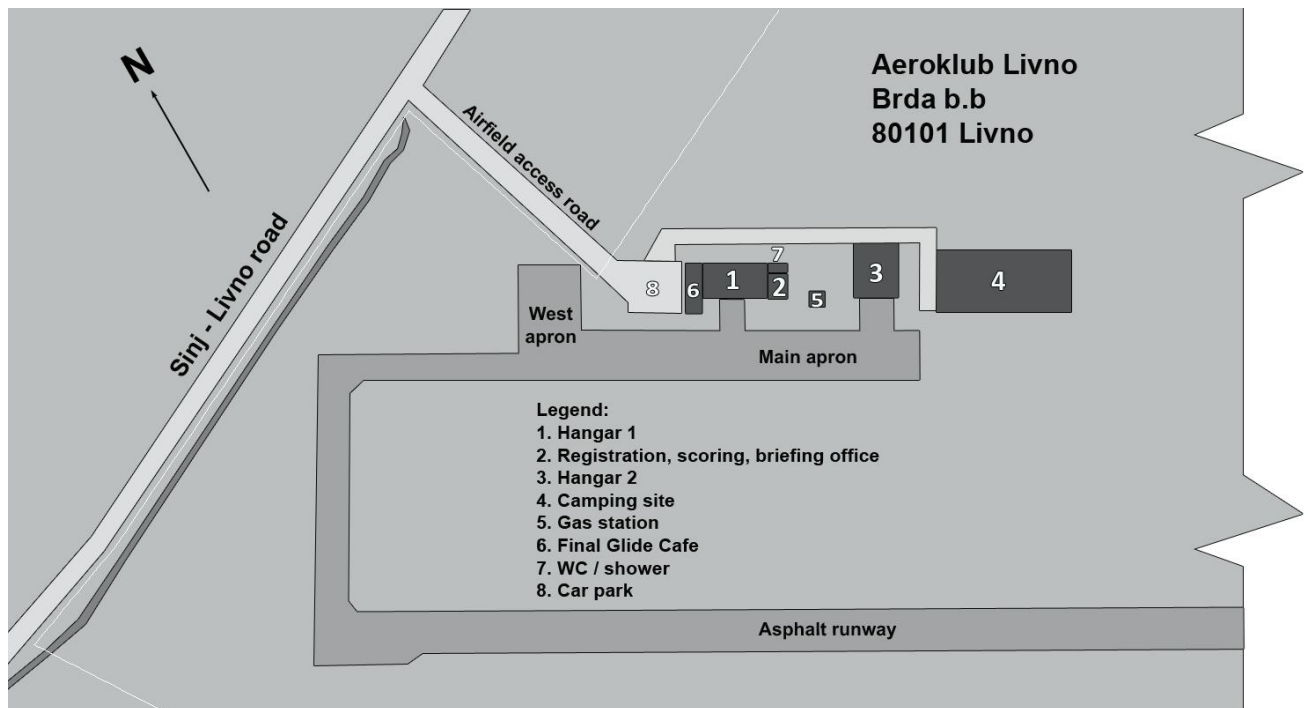
J PROTESTS

The value of the protest fee

The amount of the protest fee is 150 EUR. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

K APPENDICES

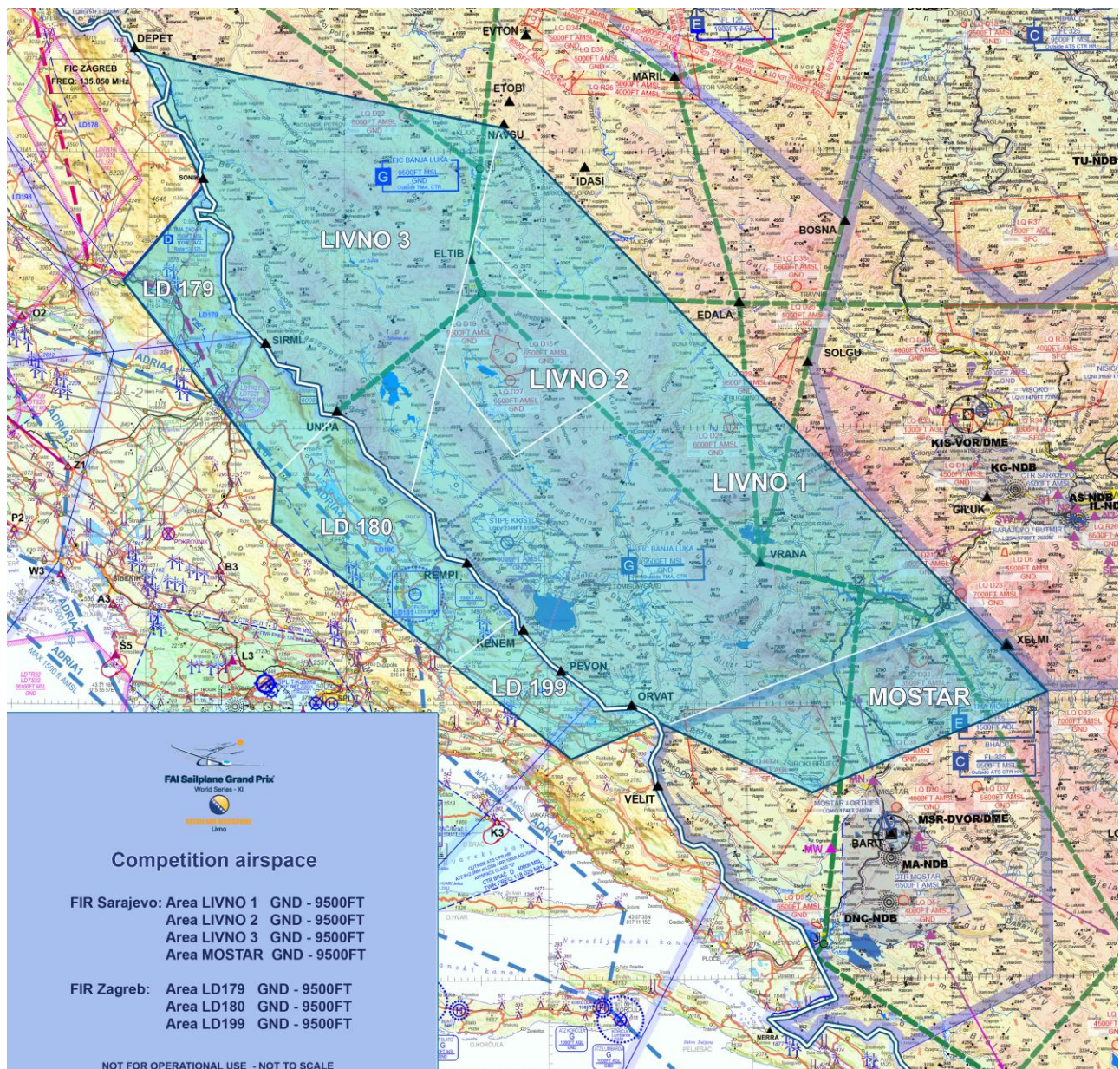
1 Airfield layout



2 Parking areas



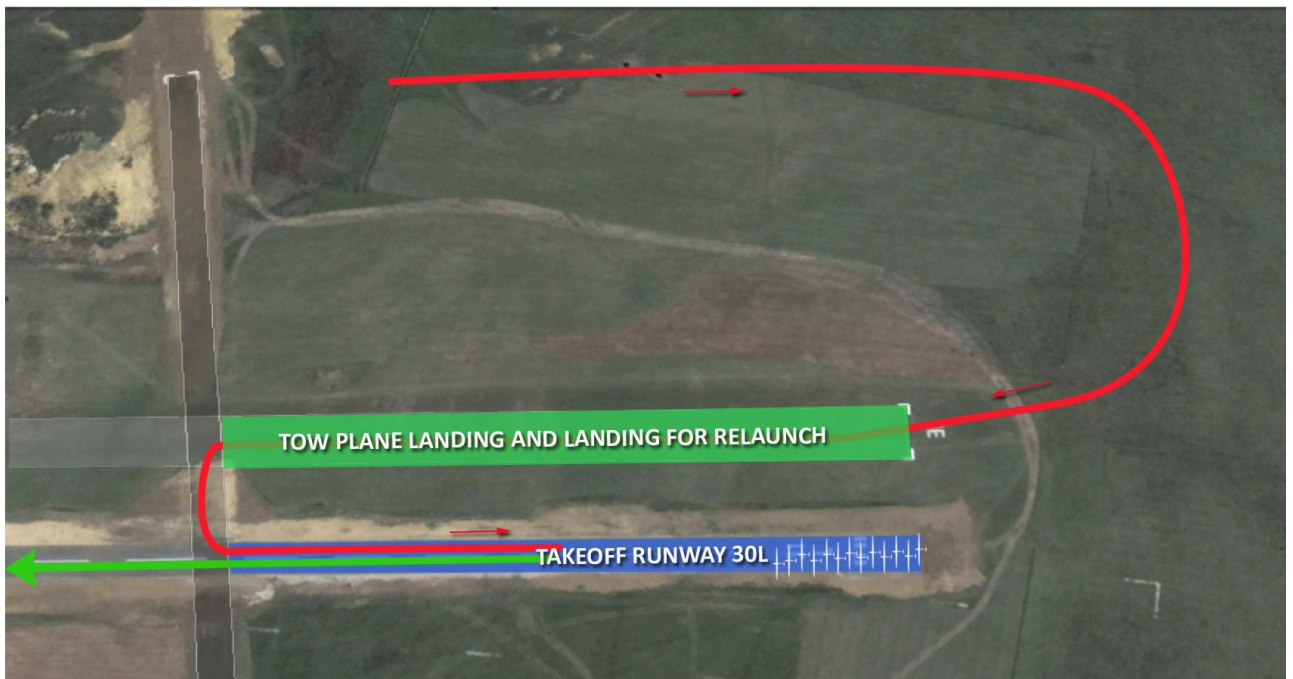
4 Competition area and airspace



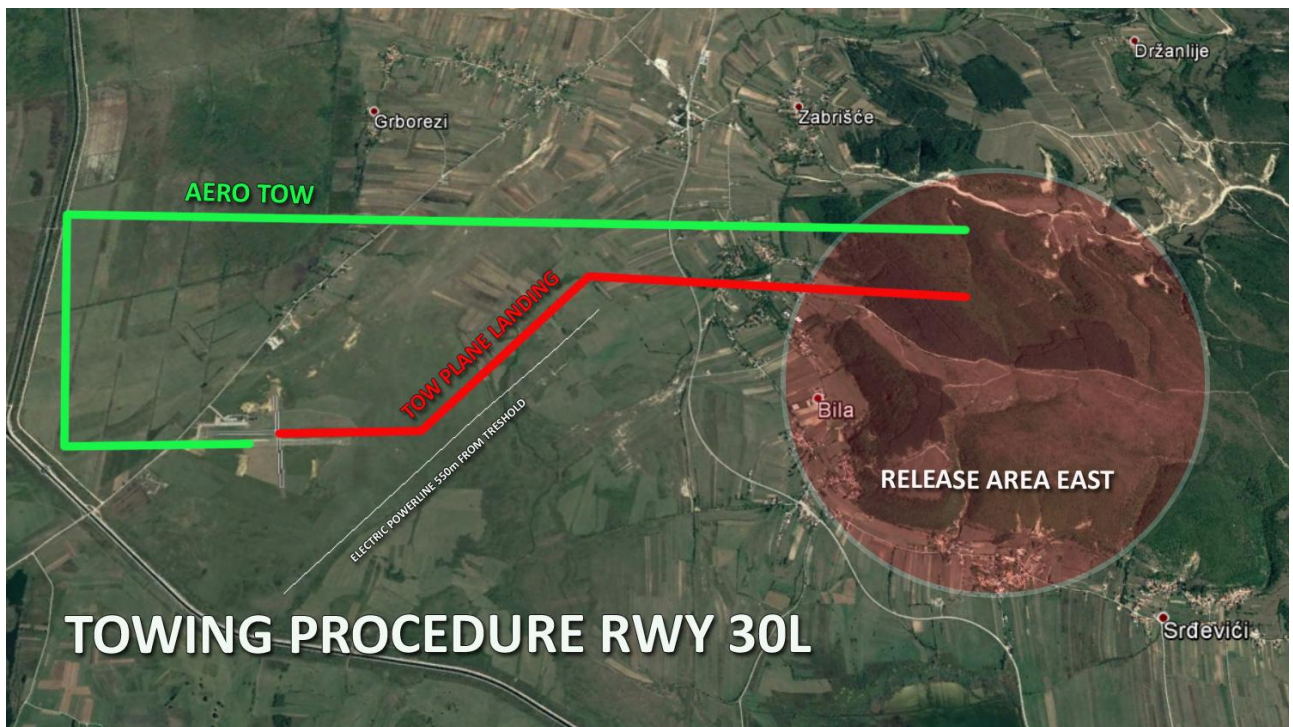
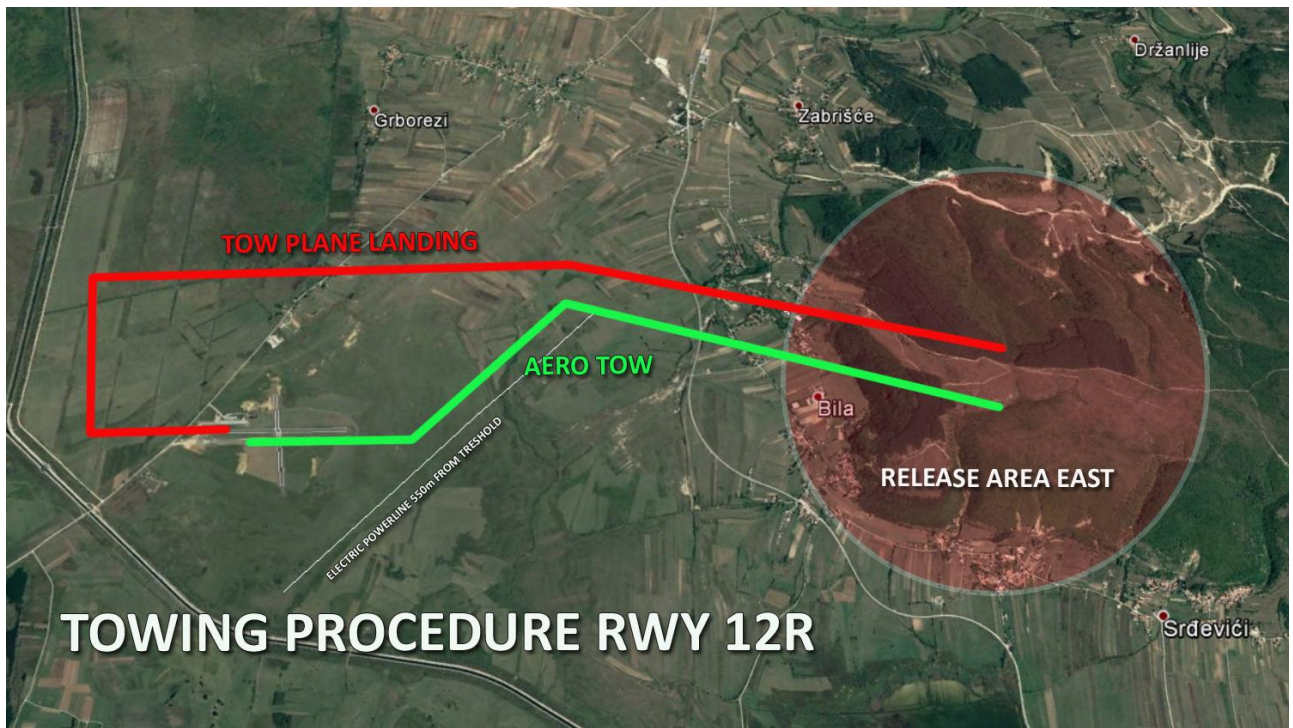
5 Takeoff procedures - Runway 12



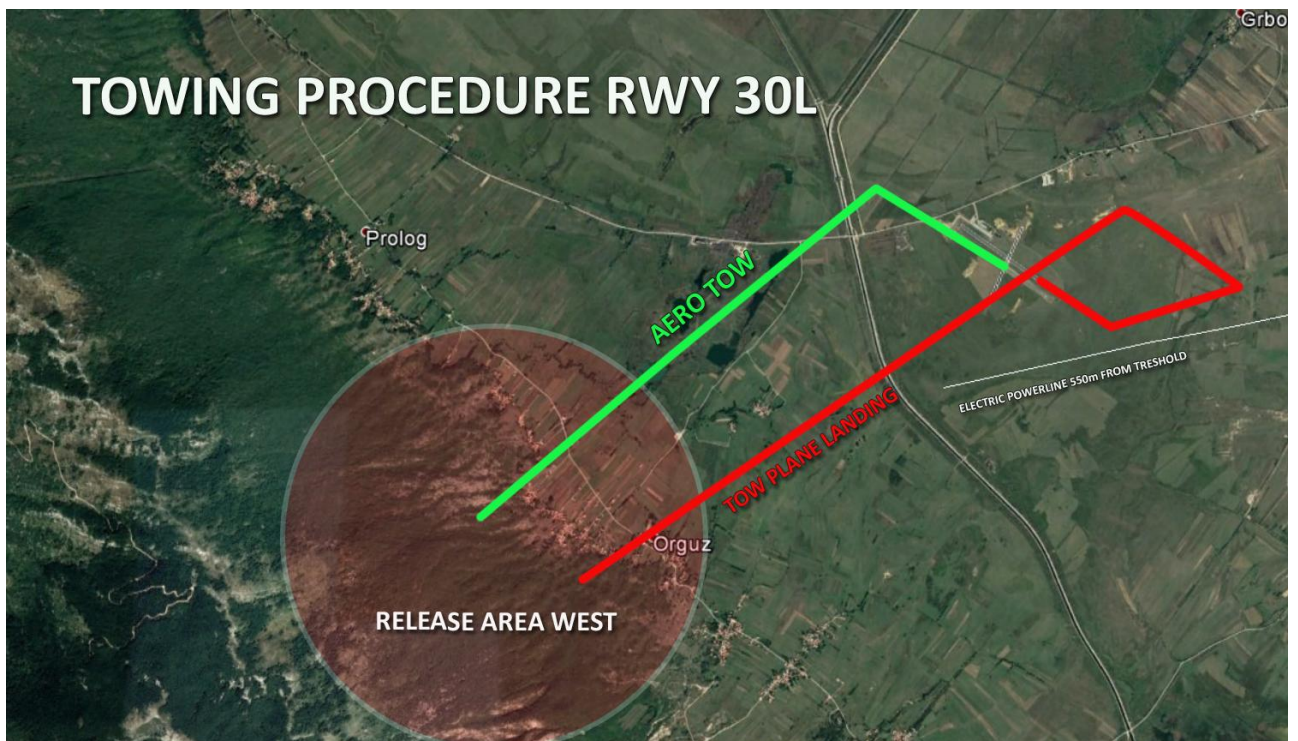
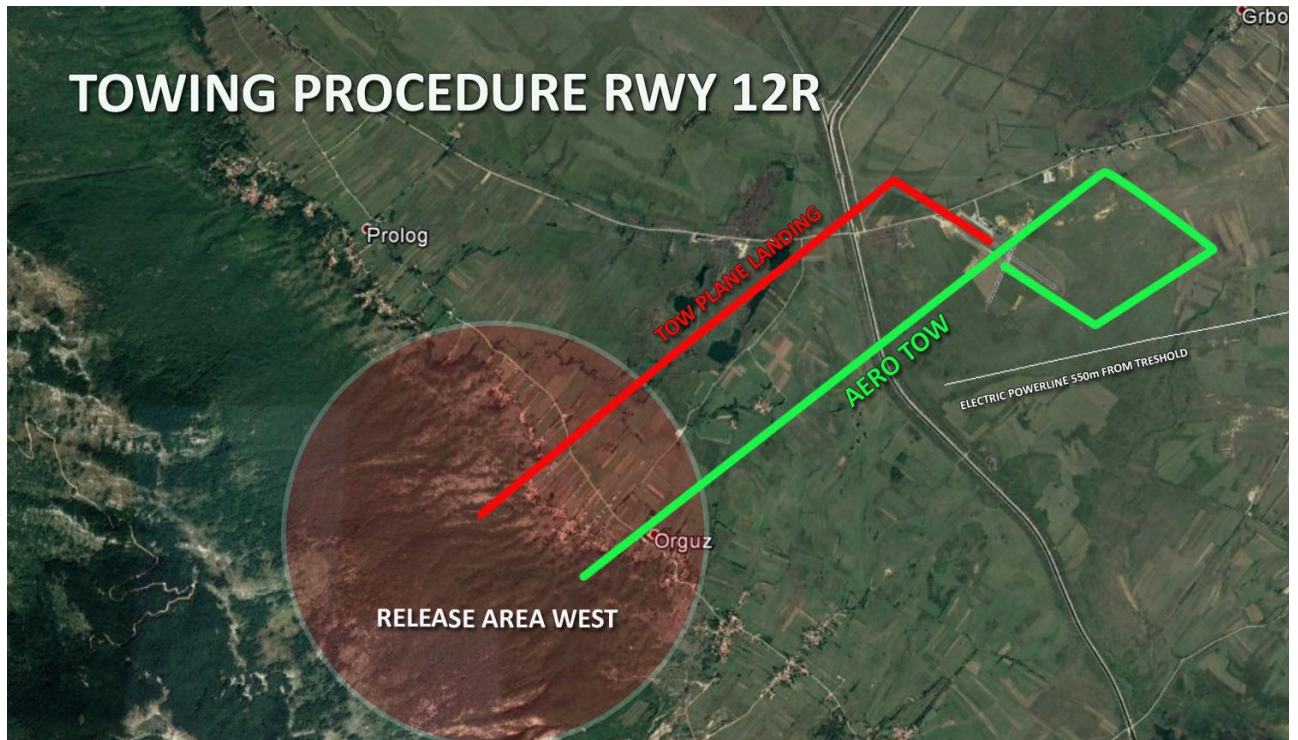
6 Takeoff procedures - Runway 30



7 Towing procedures – release area East



8 Towing procedures – release area West



9 Finish and landing

